Detachment of compartment of Madras Mail

•203. SHRI T. K. C. VADUTHALA: Will the Miniser of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to a report which appeared in Malayalam Manorama dated 30th March, 1087 regarding the detachment of a compartment from the engine of the Madras Mail and the derailment of goods train;

(b) whether Government are aware of the fact that such accidents are common in this sector; if so, what precautionary measures have been adopted by railways for avoiding such rail accidents in this sector; and

(c) whether railways have institu ted any enquiry in regard to these accidents and if so, what is the out come of the enquiry?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA):

(a) Yes, Sir

(b) Such accidents are not common in this sector.

(c) A statement is ilaid on the Table of the Sabha.

Statement

Departmental enquiry has been conduted into the incident involving 20 Up Trivandrum-Madras Mail at Quilon on 28.3.87. Enquiry reveals that the hose-pipe on this train got disconnected while it was approaching Quilon station due to emergency application of brakes by the driver of the train to save a lady trying to cross the track in the face of the approaching train

Departmental enquiry into thi derailment of the goods wagon at Kottayam station on 29.3.87 is under progress.

SHRi T- K- c VADUTHALA: Sir, the answer given to part (b) of the question does not seem to be correct because I have my own experience on tiiis line. I usually travel from Ernakulam to Trivandrum. On 3rd March I started from Trivandrum in Madras Mail and after running for a few miles the engine developed some trou ble and it was halted at Murukum-phua. It is only a station meant for passenger trains. After two-three hours only the train could move for ward and it reached naturally Erna kulam three hours late. On inquiry it was known that the engine was having some trouble and information was passed on to Trivandrum Central and another engine was sent to Murukumphua and the train was taken to Madras. Even for this short distance people, the driver an* employees did not know what witl happen on the way. I wrote a letter to the Divisional Manager on the next day and he gave me a lengthy reply. At the end, he said that even after taking much care, such things happen once rn a month. Will the hon. Minister, therefore, look into the matter and see that such things do not happen in future?

SHRI MADHAVRAO SCINDIA; Sir, this question pertains to the parting of trains and not to any trouble developing in the locomotive. However, I will certainly look into the matter if the hon. Member gives me morw details.

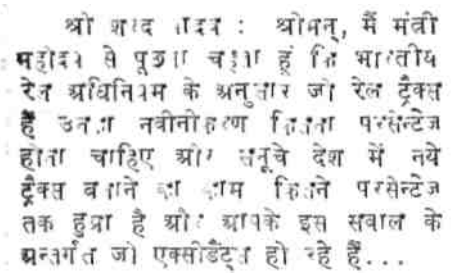
MR. CHAIRMAN; Second supple-mentary.

SHRI T. K. C. VADUTHALA: It has also been mentioned that there was some derailment of goods train near the Kottayam railway station. This took place on 29-3-87. Even after one month, the enquiry has not been completed. The answer which has been given here is "The enquiry is in progress'. "Will the hon. Minister be pleased to state when the enquiry will be completed and when the facts will be known?

SHRI MADHAVRAO SCINDIA: The enquiry is being held. Unfortunately, both the guard and the driver have put themselves on sick list. Until they report back for duty, it will be very difficult to finalise the enquiry and. come to a conclusion. We are awaiting. We are trying to expedite it.

SHRI N. E. BALARAM; In part (b), IJxe hon. Minister has said that such accidents are not common in this .sector. But Sir, I would like to point out that during the last three-four months, there have been a series of accidents in this particular route. I would like to know whether this has been brought to the notice of the Government and what steps the Government is going to take to remedy the situation.

SHRI MADHAVRAO SCINDIA: Onc$_e$ again, I would like to point out that the question is about parting of trains and detachment of compartments and not about accidents in general.



श्री शरद यादव : श्रीमन्, मैं मंत्री महोदय से पूछना चाहता हूं कि भारतीय रेल अधिनियम के अनुसार जो रेल ट्रैक्स हैं उनका नवीनीकरण कितना परसेन्टेज होना चाहिए और समूचे देश में नये ट्रैक्स बनाने का काम कितने परसेन्टेज तक हुआ है और आपके इस सवाल के अन्तर्गत जो एक्सीडेंट्स हो रहे हैं...

MR CHAIRMAN: The question does not arise. This question is about detachment of compartments. You are asking about track renewal Question No. 204.

Helicopters acquired by Helicopter Corporation of India

*204. SHRi BIR BHADRA PRATAP SINGH: t

SHRI BHAGATRAM MAN-HAR;

Will the Minister of CIVIL. AVIATION be pleased to state;

(a) whether it i$_s$ a fact that the helicopters acquired by the Helicopter Corporation of India have recently met some accidents, and if so, the details thereof and the action being teken to prevent such accidents;

(b) whether it is a fact that the Helicopter Corporation of India has taken the helicopters on lease from a foreign company and the same are being leased out, in turn, to the Gas Authority of India Ltd; and

(c) if so, what are the advantages of the Helicopter Corporation of India working as a conduit for the foreign helicopter leasing companits in India?

tThe question was actually asked on the floor of the Hous$_e$ by Shri Bir Bhadra Pratap Singh.

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIA-TION (SHRI JAGDISH TYTLER): (a) to (c) A Statement i$_3$ laid on the Table of the Sabha.

.. .. Statement

(a) No, Sir.

(b) Th$_e$ Helicopter Corporation of India has aken a decision to we lease on$_e$ AS-355 Fl helicopter from M/s. Aerospatiale through their subsidiary M/s. Samaroe Co. Pvt. Ltd. Singapore, for a period of two years for meeting the requirement of the Gas Authority of India Ltd,

(c) In the arrangements by which helicopters are leased by the Helicopter Corporation of India Ltd for the Gas Authority of India Ltd. both organisations benefit. For fh$_e$ HCIL the advantages are: —

(i) No capital investment being required.

(ii) HCIL not having t$_0$ deploy its ground staff and flying crew. However, it does hav$_e$ the option to replace Samaroe's expatriate staff in a phased manner.

(iii) HCIL gaining experience in such operations.

(iv) HCIL not being required to incur any expenditure on maintenance.

(v) If the present arrangements are not successful or the requirements cease to exist after the period of contract, HCIL having the option to return th$_e$ helicopters to the manufacturers.

For the Ga$_s$ Authority of India Ltd. the advantages are: —

(i) The availability of the professional expertise of HCIL to select,